

## UNSUCCESSFUL

Were the Efforts Made Saturday and Sunday to Settle

### THE STREET RAILWAY STRIKE.

Both Sides Made Concessions but Neither's Sufficient to

### MAKE SETTLEMENT POSSIBLE

At Sunday Afternoon's Conference the men offered to go to work at Nineteen Cents, and the Company offered Seventeen and One-half Cents—As Neither Would Make Further Concessions, the Negotiations Were Broken Off—Statements to the Public Made by Both Company and Strikers.

Since the street car strike was inaugurated more than three weeks ago, several attempts have been made to bring about a settlement—and all without success. The latest attempt along this line ran through Saturday and Sunday and this, like the others, has proven unsuccessful. The result is that this morning the situation is more strained between the Wheeling Railway Company and its late employees than it has been at any time since the strike began—in fact the situation is unbearable and cannot continue in its present form.

The board of directors of the company and representatives of the strikers were brought together on Saturday afternoon at the city building through the good offices of the special council committee recently appointed to exert every effort possible to end a strike that is having a paralyzing effect on all branches of business in the city. The council committee acted with considerable tact, and accomplished its mission—the bringing together of the contending interests. As a result a conference between the company's directors and the strikers' representatives was held, opening at 2 o'clock in the afternoon and continuing until midnight Saturday. As will be seen from the detailed proceedings printed elsewhere, the Saturday conference proved fruitless. It was decided, however, to come together again Sunday afternoon at 2 o'clock.

The Sunday conference was opened at 2:30 o'clock. The company's directors assembled in the chamber of the first branch of council, while the strikers' committee gathered across the hall in the chamber of the second branch. The conference continued until 4:30 o'clock. The directors made frequent trips between the two chambers in an effort to bring about a settlement. Finally, at 4:30 o'clock, after the directors had been conferring with the men some fifteen or twenty minutes, the conference came to its conclusion, and it was announced that all efforts to end the strike had been unsuccessful, and that negotiations between the two sides were off.

At the conclusion of the conference, Treasurer Rezin Orr, of the street car workers' national union, who had met with the strikers' representatives, made the following statement:

"The company wanted to take the average wage paid in all cities between 40,000 and 100,000 inhabitants in the United States, and they would pay one-half cent more than the average wage in these cities, and the minimum would be not less than 16 2-3 cents. The committee, after considering that proposition, offered to work for \$1.75 per day or nine hours. In reply the company offered to pay seventeen cents. The committee's reply was that they could not accept that, but would make another concession to nineteen cents per hour. The company then offered seventeen and one-half cents, and said this was their ultimatum, and stated that unless this was accepted negotiations would be off and they would close the door. We were unable to do anything else and we closed."

On behalf of the board of directors of the company, President T. H. Conderman made the following statement to an Intelligencer reporter just before he left for the east:

"We met the committee of our old employees again this afternoon in pursuance of an arrangement made last night before parting. The situation was carefully canvassed, and finally to dispose of the matter and end the difficulty, we offered the men seventeen and one-half cents per hour, which is virtually a 10 per cent advance over the old pay—\$2.10 per day of twelve hours. All other questions originally involved in the controversy have been settled at the conference Saturday night in which a special council committee yielded so kindly and so ably. The men yielded first to nineteen and one-half cents per hour, and later to nineteen cents. Their disposition from the beginning, however, was an unyielding one, and had been so from the start. All negotiations are now off, and we will endeavor to serve the public without regard to the cost. We proposed to increase the men's pay to a figure more than what they demanded—from \$2.10 to \$2.30. The popular impression that they struck for a 'living wage' is erroneous; they want nine hours work at twenty cents, which would make their daily wage \$1.80, while we are willing to give them \$2.10 a day. It appears as though the street car workers' union of the United States was not able to handle this matter, and had to have the assistance of the Ohio Valley Trades and Labor Assembly; but for the interference of the assembly we could have reached a settlement."

"To the Wheeling public I will say that our officials have carefully prepared statistics of the traffic of the Wheeling Railway Company, and I assert that we would be giving our men more than the increase in our traffic when we advance their wages from sixteen cents to seventeen and one-half cents an hour. The men have taken the ground that they cannot live on \$1.92 a day; in spite of that they are striking to reduce their wages to \$1.80 a day, and they have actually offered to work for \$1.75 a day of

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## RHEUMATISM

nine hours. Now we offer to raise their wages to \$2.10 a day, and they refuse. What more do they want?"

The conference was attended by the following representing the Wheeling Railway Company: President T. H. Conderman, of Philadelphia; Vice President C. W. Peterson and Directors J. J. Holloway, F. Sufel and W. E. Stone of this city, and Director H. Clark Ford, of Cleveland. For the strikers, these took part: Treasurer Rezin Orr, of the national union of street car workers, of Detroit; President Thomas L. Padden, Secretary W. F. Welsh, Chairman of the executive board John J. Byrne, W. J. Gosser, T. F. Burke and John J. Scanlon, of the local union. Mr. Orr's services on the committee were spoken of highly both by the strikers' representatives and by the company's directors, but his efforts to bring the strike to an end were unfortunately not successful.

### THE COMPANY'S POSITION

In the Strike Given by Messrs. Conderman and Shirley.

Last evening the following statement, giving in detail the position of the Wheeling Railway Company with reference to the present strike of its operators and conductors was made by President T. H. Conderman and Secretary W. A. Shirley:

The following questions by the honorable committee of the council and our answers thereto set forth the position of the Wheeling Railway Company in the present controversy:

1. If your former employees concede your right to hire and discharge, will you agree to not discriminate against any person in your employ or to be employed because he is a member of the labor organization?

Answer—We will not discriminate against any person in our employ or to be employed by us because he is a member of any labor organization.

2. In case any employee of your company be discharged from your employ, will he be permitted to accept of the board of directors, or a committee thereof?

Answer—Yes, if the appeal be made in writing within a reasonable time (say three days) of his discharge.

3. Will you agree to pay to your employees (motormen and conductors) twenty (20) cents per hour, provided all other questions involved are agreed upon?

Answer—In the exercise of the trust devolving upon us, and after the most careful and thorough investigation, we are unanimous in the conclusion that the company cannot afford to pay its motormen and conductors twenty cents per hour.

We are ready and willing to pay full and fair wages, and all that the earnings of the motormen and conductors will warrant. As an evidence of our good faith we are ready to pay our employees one-half cent per hour more than the average paid for similar service in all the cities of the United States having a population of from 40,000 to 100,000, which shall not be less than 16 2-3 cents per hour, the rate paid in Philadelphia.

4. How is it that the railway company, up to and including 1892 paid 20c per hour, and how to explain its inability to pay it now?

Answer—The railway company was bankrupting itself when it was paying twenty cents per hour, and to such an extent that the directors were compelled to frequently supply money out of their personal funds to meet running expenses and pay-rolls, and for this reason it was reduced.

5. Will you meet with the executive committee of the railway men and Mr. Orr in conjunction with the council committee?

Answer—Yes, with pleasure.

6. Will you meet the committee of street car workers, with Mr. Orr, alone?

Answer—Yes.

These are the files in the office of the city clerk, and we understand become a part of the records of the council of this city, and represent fairly the attitude of the company.

At the request of the large committee of the common council, consisting of Mayor Sweeney, J. P. Maxwell, John Waterhouse, M. A. Chew, P. J. Healy, Edward W. H. McKeely, W. H. McKeely, P. McKelvey, we met our employees, and had a friendly and extended conference, and as a result of that conference, and the most amicable assistance rendered by the council committee, we are firmly of the conviction that all differences between the men and ourselves could have been settled by friendly conference.

Our employees and our own are mutual enemies, and ready at any time to murder this conviction by friendly conference.

We appeal to all good citizens to consider fully the broad and fair position now and at all times taken by this company in this unfortunate controversy.

We are not and should have your patronage. On the following day we again met our men, but failed to come to an agreement, although we finally offered to pay 15c per hour. A complete agreement was reached on all points in the controversy save the question of wages, and the company finally offered an advance substantially of 10 per cent, which would give the men \$2.10 per day, which is 30c more than they would get on their proposition of 19c per hour of nine hours.

A supplemental statement, criticizing the circular recently issued by the strikers, was given out by the company. It is as follows:

To the Public:

The Wheeling Railway Company, while believing that it is inadvisable in general to make statements through the newspapers at times of controversy, and while desiring to take some notice of a circular which has been posted at public places in and near Wheeling, on the subject of the present strike, and which purports to be an "official appeal" from "the central bodies of Wheeling and Bellair."

The tenor of the circular is indicated in the headlines as follows: "Wheeling Street Railway Company deny the right of its employees to organize, and invoke the power of the courts to sustain it in its arbitrary position."

The above headline contains two propositions.

Right to organize.—The first is an assertion that the company denies the right of its employees to organize.

Injunction.—The second proposition is that the company denies the right of its employees to organize.

Ordinances of the cities of Benwood and Wheeling provide as follows: "It shall be unlawful for any person to erect, place or cause to be placed, any obstructions on the tracks of the said company (Wheeling Railway Company) so as to impede or endanger the passage of its cars on or over the said tracks."

The ordinance also provides for the punishment of offenders by fine of not less than one nor more than ten dollars. These ordinances were openly violated on the first day of the strike in both cities, and afterward in Benwood, to such an extent that the company could not operate its cars, or, in the manner contemplated by the law, comply with its contract with the government to carry the United States mails.

Other ordinances and provisions of law were violated with like impunity, and to such an extent as to almost entirely suppress the company in its efforts to operate its road and comply with its contract with the government for the carrying of the mails, and with its duty to maintain the interstate commerce, which it has the right to maintain and which it is the province of the United States government to protect.

In such straits the company applied to the United States Circuit Court of Appeals to restrain all persons engaged in such unlawful work from interfering with the

running of its cars for the transportation of the mails and for inter-state traffic. Neither the application for the injunction nor the injunction granted said anything about the right of the company's employees to organize. The injunction was for the purpose of restraining and preventing the violation of law by those who were obstructing the tracks of the company, and breaking and damaging its cars, and stopping and halting at its employees. The injunction has been published, and the position of the company is public record; they need only to be read to show that the statement of the circular in regard to the injunction and its purpose is absolutely and unqualifiedly false.

### STRIKERS' STATEMENT.

For twenty-three days we have been struggling for concessions from the Wheeling Railway Company, which will mean for us living wages and reasonable hours of employment. It is unnecessary to direct public attention to the methods we have employed in conducting our strike, or to compare our course with that of the railway company. The unwarranted appeal to the Federal authorities, the importation of so-called men from the slums of the great centres of population, and the insolent treatment of local merchants who offered their services in a spirit of amity to all concerned, are all matters upon which the general public has set its seal of disapproval.

When a tyrannical corporation oppresses its employees by arbitrary and unreasonable rules, compels such continuous employment as is incompatible with health, and gives scant and insufficient remuneration for services rendered, there is an unwritten law which has its source in the common brotherhood of man, that impels every fair-minded person to extend sympathy to the oppressed employees. That sympathy has been with us continuously since the first day of the strike, and we take this opportunity to extend our deepest gratitude to the public, which has been generous enough to suffer a temporary inconvenience in order to assist us.

The conferences which have been held have resulted in naught. We made an important concession, which was rejected, and we believe that the only compromise which the railway company will accept will be the virtual abandonment by us of the points for which we are contending. We are sensible of our deep obligation to the public, and in view of the fact that the withdrawal of patronage from the street cars is the only effective weapon by which we can hope to ultimately win, we ask a continuance of the generous sympathy which has been extended to us during the past few weeks. We call upon members of trades unions and all others who believe that labor has rights which audacious capital cannot ignore, to assist us in our fight.

EXECUTIVE BOARD L. D. 183

A. A. S. R. E. OF A.  
JOHN J. BYRNE, Chairman,  
WM. F. WELSH, Secretary,  
T. L. PADDEN, President.

### SCHOOL MELANGE.

To say that Dr. Raymond's last lecture was the best of the entire course is only saying what all who were present and who had attended the entire course, thought after he closed his lecture on Saturday night. In saying this the writer does not detract one iota from any one of the other lectures. Perhaps it is the character treated of that makes the lecture better. The doctor has his course of lectures wisely arranged as the interest either in the characters presented or in the lectures themselves increases from the first to the last. It is said that the people of Wheeling are not a lecture going people. This may be true in a sense, but the attendance from first to last in the course delivered by Dr. Raymond proves to the contrary. The doctor is alive to the interest of the entire people and especially to that of those who must earn their bread by toil either of the hand or the head. It is a great step forward in the world's progress when our higher institutions of learning are giving such an interest in the toilers. Had this been done long ago, the world would be much in advance of what it is to-day. Educate the masses and rulers will soon learn to do justice and this earth will be a much better place in which to live than it now is. The brotherhood of man should be taught and also practiced by those who teach it. The cry "Am I my brother's keeper?" has come ringing down the ages from the time the first sinner uttered it and it is intended to cover up his crime, and the answer is, "Yes, I am my brother's keeper." Especially can this be said of those who are in a position to help their fellows who from any cause whatever are among the unfortunate ones. Teachers are among those who are to assist their fellows. While this is really the duty of all, it is in a special way the duty of the teacher. It is his duty to his work. Some one has said that three of the greatest duties of the teacher are: 1. To protect the weak. 2. To preserve the innocent. 3. To reclaim the vicious. Can there be higher, nobler aims than these?

The advance circulars announcing the meeting of the National Educational Association to be held at Los Angeles, California, in July, are being circulated. This will doubtless be one of the largest meetings of that body ever yet held. The fare will be very low, comparatively speaking. As far west as the Mississippi river the fare is \$50, plus \$2 for membership ticket to the association. All persons availing themselves of the cheap rates are obliged to purchase a membership ticket as a coupon to the railroad ticket, and the \$2 is paid when the ticket is purchased. This will be a grand opportunity for all who wish to take a cheap trip to the Golden Gate. Cheap excursions will run from Los Angeles to all parts of the Pacific coast. Tickets will be good until September 1. Quite a number of Wheeling teachers contemplate taking the trip. The people of Los Angeles, and indeed of the whole state of California, are awake to the importance of the meeting and the honor conferred upon them in having the meeting in their midst. They promise 4,000 members of the association from that state and no doubt they will make the promise good. California is a great state and especially is she in the very forefront educationally. She will joyfully receive and loyally entertain the teachers of this great country.

The subject of child study still holds a place in the catalogue of subjects being discussed in print and in educational gatherings, though the great gush of words and the pretention of the subject away above the heads of the average teacher, is giving way to a common sense view of the subject. Songs and learned essays on how the child acts, how it looks, what it does when first beholding a stranger, why it goes to sleep on a hot day when shut up in the school room, what causes it to laugh, what to cry, etc., are giving way to common sense talks on the study of children, real flesh and blood children, as the teachers meet them in the school room from day to day, to plans of how to interest them in work they are called upon to perform daily in the schoolroom. The writer believes in common sense study of children, and he thinks it is the duty of the teacher to study the child as to its environment, its bent of mind, what it likes and what it dislikes, and the true teacher is always on the alert to know all he can of the disposition, home surroundings and everything else he can possibly know of the little bundle of humanity committed to his care. The great object and aim of all our education is character building and as this is done most effectually in the primary rooms, how important that the primary teacher know all she can of the child just as soon as she can.

This child study in the primary school should be continued as youth study in the high school. The boy and the girl just budding into manhood and womanhood, are very different beings from the boy and the girl just entering school, and they require different treatment. They do not like to be treated as children any longer. The budding principles of young manhood and womanhood need to be nourished by the proper instruction, for right here the character formed or rather the foundation laid in the primary school is either strengthened or weakened. The high school period of the child's life is the one upon which the after success or failure depends. Teachers, let us all remember we were once children and in dealing with our pupils let us try to remember what influenced us for good or for evil during that period, and to those who teach the more advanced pupils, it is still easier for us to remember what influenced us at that critical period of our lives. We will be wise as teachers if we constantly remember these things.

The warm weather is proving too much for the average school boy who is permitted to use his own pleasure as to his attendance at school, and quite a number who were very punctual during the winter months, are out of school these beautiful days. What a pity it is that the compulsory law is not enforced in Wheeling.

The Pedagogue in his musings and readings has come to the conclusion that the profession of teaching if profession it may be called, requires an amount of talent and also of labor that should bring a greater reward than it does in dollars and cents. The fact is that teachers are very poorly paid. The amount of talent required to make a successful teacher will take at least 100 per cent more money than in other professions. Why is this? Is it because the public does not appreciate the work of the teacher? We leave this for others to answer.

THE PEDAGOGUE.

Demorest Medal Contest.

A Demorest Medal contest was held at Chapline street M. E. church Friday evening, under the direction of Mrs. W. J. Hamilton. Those participating in this contest were all members of the Junior League. The programme was as follows:

The Nation's Curse.....Beryl Moore  
Herole Abhorrence.....Mary Pratt  
Dues.....Walter Negi and Monroe Hogue  
Rizpah Bemoaning Her Sons.....Netta Dunning  
Prohibition and Liberty.....Nellie Hague  
Christ.....God Omnipotent  
Your Mission.....Rose Dunning  
A Foundation Truth.....Blanche Thomas  
The Deacon's Match.....Magpie Flood

The medal was awarded Nellie Hague, Mrs. Hamilton making the presentation speech.

Beware of Food Samples.

Quite recently in New York two deaths occurred from poisoning by the use of powders sent to the victims by mail. In Leavenworth, Kansas, the other day nearly every doctor in town was called to attend the children who had gathered up, eaten, and been made ill by samples of an article left at houses by canvassers for advertising purposes.

Alum baking powders have always been favorite articles for this sampling business. Yet there is nothing more liable to lead to danger than the practice of using the various samples of baking powder left at the door. They are presented by irresponsible parties, in appearance are not distinguishable from arsenic, and indeed, in Indiana some time since one package was found, after it had caused the death of the housewife, to have been mixed with that poison.

It is safer to refuse all samples of food or medicine offered at the door. Pure cream of tartar baking powders sell upon their merits, and are never peddled or sampled.

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